

JN  
7-31-08

VALUE ENGINEERING CHANGE PROPOSAL  
MISSOURI DEPARTMENT OF TRANSPORTATION

Contract ID 080523-501 # 6 Job No. J5P0934/J5P0952  
 Date July 24, 2008  
 County Pettis Route 65 Original Bid Cost \$4,335,778.54  
 Contractor APAC-Missouri, Inc. By Josh Davis  
 Designed By MODOT Phone 573-449-0886  
 VECP # VECP 08-61 VECP  or VECP/PDU

1. Description of existing requirements and proposed change(s). Advantages/Disadvantages

On Job J5P0934 we would like to propose narrowing the inside shoulder from logmile 133.1868 to logmile 138.4330. At the present time the average width of the inside shoulder is not sufficient to provide a 4' shoulder and still have a 3 to 1 asphalt edge treatment. We propose to narrow the shoulder 6" in these limits to allow the placement of the edge treatment on existing pavement and not in the grass. The savings would be 357 tons of BP1 for a savings of \$15,708.16

2. Estimate of reduction in construction costs. ~~\$15,708.16~~ 33,381.42  
 3. Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.  
 ✓ Per Pat McDaniel 8-12-08

4. Anticipated date for submittal of detailed change(s) of items required by Section 104.6 of the Specifications.

\_\_\_\_\_  
(date)

5. Deadline for issuing a change order to obtain maximum cost reduction, noting the effect of contract completion time or delivery schedule.

\_\_\_\_\_  
(date) (effect)

6. Dates of any previous or concurrent submission of the same proposal.

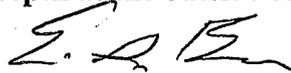
\_\_\_\_\_  
(date and/or dates)

Additional Comments:

**\*\* Portion Below This Line To Be Filled Out by MoDOT \*\***

Comments:

After discussing this with design, we are required to have a minimum 4' inside shoulder, so narrowing the shoulder is not an option. What we can do is keep the shoulder 4' wide and taper it down from 4.25" at the edge of the passing lane to 2" at the outside edge. No edge treatment would be required at 2". According to design, 6% is the maximum allowed for cross slope. A cross-slope of 4.5% to 5% on the shoulder would obtain a 2" depth at the outside edge of the shoulder.



Submitted By Resident Engineer

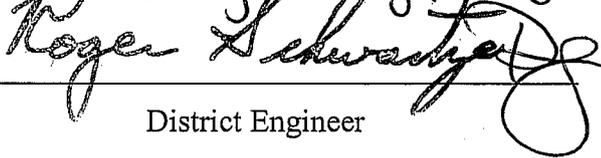
7/25/08

Date

Comments:

Agree with comments above and that we must maintain a 4' paved shoulder. This concept has merit but should incorporate the approach outlined above to maintain the 4' shoulder as the design is finalized.

- Approval Recommended
- Rejection Recommended



District Engineer

7/25/08

Date

Comments: Based on implementing the design proposed by the R.E., and thereby maintaining a 4' wide inside shoulder.

- Approval
- Rejection

OCM for Dave Ahlborn

State Construction and Materials Engineer

7/28/08

Date

Distribution: Resident Engineer, Project Manager, District Operations Engineer, State Construction and Materials Engineer  
\*Value Engineering Administrator - \*MoDOT, P.O. Box 270, Jefferson City, MO 65102

# VALUE ENGINEERING CHECK SHEET

## TYPE OF WORK

(Check one that applies)

- Bridge/Structure/Footings
- Drainage Structures (RCP, RCB, CMP's ect)
- TCP/MOT
- Paving (PCCP, ect.)
- Grading/MSE Walls
- Signal/Lighting/ITS
- Misc. \_\_\_\_\_

## SUMMARY OF PROPOSAL

(If needed, condense summary to a couple of lines)

*Taper the inside shoulder overlay down from 4.25" at the edge of the passing lane to 2" thick at the outside shoulder edge.*

## SCANNING OF DOCUMENT

If the proposal is large, please mark or make note, which pages need to be scanned into the database. If there are special instructions, make note of them here.